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Montana and the Sky



Department of Transportation – Aeronautics Division

Vol. 45 No. 12

December 1994

Aeronautics Board Meets

The Montana Aeronautics Board met in Helena in November.

Fred Isaac, Administrator, Northwest Mountain Region, FAA, was present and in an on-going effort discussed FAA relationships with the aviation community. Isaac gave reports on the AIP program, Class III medical extension, Denver Airport, ASOS, and GPS. Mr. Isaac or his deputy will be attending the aviation conference in Kalispell.

A continuing update was received regarding TranPlan 21, Montana's first statewide intermodal transportation plan. Public hearings have been conducted around the state. Comments are currently being summarized and will be presented to the TranPlan 21 steering committee for input. Administrator, bureau and budget reports were presented to the Board.

Doug Freeman, board attorney, reported on the issue concerning a request by the Department of Administration (DOA) for the Aeronautics Division to make up a projected \$110,000 shortfall in bond repayment. Some of the bond money was used for airport loans which is solvent. The shortfall resulted from the bond money which DOA invested with insufficient interest to retire the bond. The Board unanimously voted to oppose taking this money from the Aeronautics Division.

The terms of the following board members will expire in January: Sharel Stroh, FBO representative; Lee Ford, member-at-large; Greg Mecklenburg, aviation education representative; and Bob Hector, airline representative.

The Aeronautics Board will be conducting a session at the annual aviation conference.

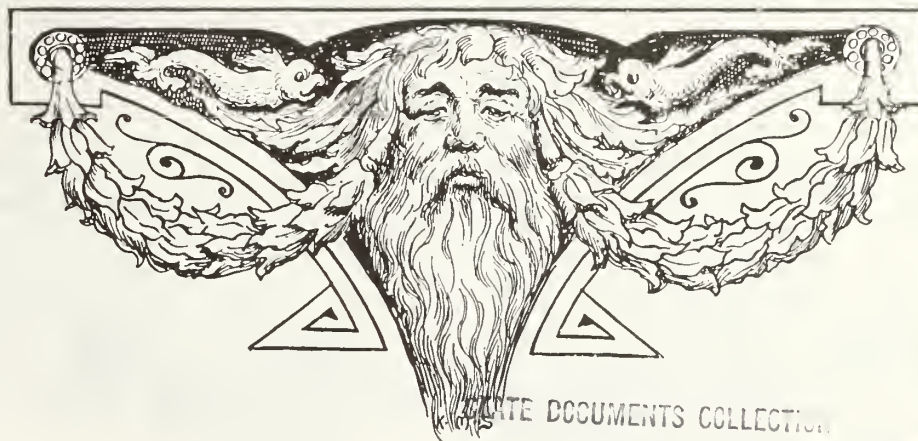
Winter Survival Clinic

The Division is offering the second "Terry Surratt Winter Survival Clinic" which will be held February 17-19, 1995. The program will begin Friday evening with classroom instruction which will continue until mid-morning on Saturday. Winter survival equipment will be inspected and then the class will move to a location near the Lincoln Airport for the outdoor/hands-on instruction. The participants will spend the night in their individual prepared shelters (no tents allowed) and training will continue until noon on Sunday.

Skip Stoffel of the Emergency Response Institute in Seattle will instruct participants. The Clinic is designed to teach survival skills under adverse winter conditions and offers practical information in survival techniques for anyone travelling or stranded in the winter.

The Aeronautics Winter Survival Clinic was spooled up last year after several years of inactivity due to budgetary constraints. However, Debbie Surratt of Billings decided to set up a memorial in remembrance of her husband Terry who died of exposure after surviving an airplane crash in the mountains north of Drummond in January of 1992. The family of Roger Copeland of Missoula also helped fund the 1994 clinic in memory of Roger who died when his airplane went down near Mullan Pass.

Detailed information will be mailed to registered pilots in early January. Fifty applicants will be accepted for the field portion of the clinic. Everyone is welcome to attend the classroom sessions. For further information contact the Aeronautics Division at 444-2506.



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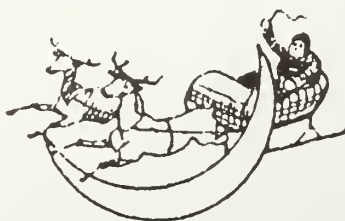
Administrator's Column

One More FAA Nail In GA Coffin: In response to strong urging by AOPA and other organizations to ease the Third Class medical standards by extending the exam period to four years, the FAA has issued a proposed change to the medical standards which on the surface looked positive in that they touted extending the third class medical to three years, that is until one reaches the age of 40, when it would be valid for two years which is the same as now and at age 70 it will be valid for only one year. In other words — “one step forward and two steps back.” But it gets even worse. An EKG would be required for Second Class medicals at age 35 and again at 40 and every two years thereafter. Now an EKG is only required for 1st class medicals after age 40. The FAA has not shown reasonable medical evidence to support age-based rules. Currently if distant vision is in excess of 20/100 a waiver is required for First and Second Class. Under the change no waiver will be required if corrective lenses will give 20/20 vision. A blood cholesterol check would now be required for first class at age 50 and annually thereafter. If the cholesterol level gets above 300, the FAA will require more information from the doctor. All classes of medicals will have one blood pressure standard of 150/95. It is currently 170/100. Certification of higher blood pressures or for those on medication will require the same process as now for providing a cardiovascular evaluation. Language has been added to the end of each proposed standard which is “BUT ARE NOT LIMITED TO.” Wow! does this ever give the FAA a blank check. Legal language is also added to make it easy to suspend or revoke a medical certificate. These adverse changes will effect 60% of the current pilots. I guess I am not only concerned but confused. The FAA is on one-hand telling us how they want to change their image by being “kinder and gentler” and to promote general aviation such as joining in with the national aviation organization to promote new pilot starts headed up by the National Air Transportation Association, while on the other hand they keep coming up with unnecessary burdensome regulations or changes or un-

just enforcement actions, i.e., the Bob Hoover case, medical standards, ATC Corporation. HYPOCRITICAL??? It seems like we are spending most of our time just fighting the FAA over their actions and proposals which are not in the best interest of promoting aviation which after all, is really what the FAA was created to accomplish. The cost for medical exams will sky rocket and may result in fewer pilots passing or just “giving up” due to the extra effort and cost required if the FAA gets their way on this issue. The deadline for you to comment on this proposal is February 21, 1995. If you have an interest in this issue, you should write in triplicate to: FAA, Docket No. 27940, Notice #94-31, 800 Independence Ave. SW, Washington, DC 20591.

FAA To Hold Meetings on New Medical Standards: The FAA is planning on conducting public meetings around the country to receive input on their new medical standards for pilots. The meetings will be held in Washington D.C., Orlando, FL, and Seattle, WA. The Seattle meeting will be held from 0900 to 1700 hours on January 31, 1995 at the Northwest Mountain Region Headquarters, multi-purpose room, 1601 Lind Ave. SW, Renton, WA. The Aeronautics Division will coordinate airplane pooling for anyone desiring to attend this meeting. If you are planning on flying your airplane to Seattle on January 30th and would like passengers or if you need a ride, call the Division and we will provide you with this information.

Continued on page 5



Montana and the Sky
Department of Transportation
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Official monthly publication
of the
Aeronautics Division
Telephone 444-2506
2630 Airport Road
Helena, Montana 59604
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Montana and the Sky is published monthly
in the interest of aviation in the
State of Montana.
Third Class postage paid at
Helena, Montana 59604

Subscription: \$5 per year
Editor: Debbie Alke
Editorial Assistance:
Q Communications Group

ALOA Scholarship

A Love of Aviation Scholarship (ALOA), the scholarship established in 1993 by an anonymous donor due to the retirement of the Van De Riet Flight Scholarship will again be awarded in 1995.

The \$250 scholarship is to be used to help defray costs of flight instruction and will be presented during the 1995 Montana Aviation Conference in Kalispell.

Award of the scholarship will be based

on applications in the form of a letter explaining the reasons for applying, future career goals, past aviation experience and any outstanding achievements.

Letters of application should be sent to Montana Aeronautics Division, P.O. Box 5178, Helena, MT 59604 or call Debbie Alke at 444-2506 for more information. Letters must be received no later than February 10, 1995.

99s Scholarship

The Montana Chapter of the Ninety Nines will award the fourth annual Esther Combes-Vance/Vern Vine Memorial Scholarship at the Montana Aviation Conference in Kalispell. The scholarship is to aid the financing of a female student pilot's flight training.

Applicants must be at least 16 years of age, reside in Montana and receive training in Montana.

Interested applicants must submit an essay of approximately 500 words stating the reasons for wanting to learn to fly, including

where your interest began and plans for obtaining your private pilot certificate. In addition, applicants must include plans for contributing to the growth and betterment of the Montana Ninety Nines. Other application materials are required.

For more information or to obtain an application call or write: Tina Pomeroy, 1214 W. Crawford, Livingston, MT 59047, phone 222-6826; or Gail Sanchez-Eaton, 1615 S. Black, #108, Bozeman, MT 59715, phone 586-4126.

EAA Offers Scholarship Program

The EAA Aviation Foundation is offering an extensive scholarship program in 1995. The scholarships are earmarked for young people interested in aviation-related academic and technical studies.

The scholarships recognize pursuit of knowledge and careers in aviation technologies and skills. They provide assistance to deserving individuals who demonstrate a financial need to accomplish their goals. The amounts range from modest grants to awards supporting full four-year programs.

The Foundation's scholarship program is open to all young people interested in aviation careers. Applicants should show involvement in school and community ac-

tivities in addition to an interest in aviation. Academic records will also be reviewed as part of the scholarship award process.

Applications for the scholarship program or additional information may be obtained from the EAA Aviation Foundation Education Department, EAA Aviation Center, P.O. Box 3065, Oshkosh, WI 54903-3065, or call (414) 426-4888. The application deadline is April 1, 1995.



Calendar

December 3—Rocky Mountain College Open House, Billings.

January 14, 1995—AOM Board Meeting, Helena.

February 4-5, 1995—Flight Instructor Refresher Clinic, Helena.

February 17-19, 1995—Winter Survival Clinic, Helena/Lincoln.

March 1-4, 1995—Montana Aviation Conference, Kalispell.

March 5—INAC Board of Directors Meeting, Kalispell.

March 5-8, 1994—Upper Midwest Aviation Symposium, Bismarck, North Dakota.

Montanan Honored by Clintons

President and Mrs. Clinton honored WASP veterans at a ceremony in the White House Rose Garden. The Clintons were presented with a bronze statue of a WASP member.

Juanita Cooke, of York, attended the ceremony and was reunited with fellow members of the WASP in Washington, D.C. Cooke, now 84, believes she is the oldest living WASP.

In 1943, Cooke was accepted as a member of the Women Air Force Service Pilots, better known as the WASP.

As a WASP class 43-W-4 pursuit pilot, Cooke flew fighter planes, including the P-39 Bell Aircobra, during World War II. Assigned to the 3rd Ferrying Division of the Air Transport Command at Romulus, MI, Cooke's job was to transport planes from the factory to military bases in the United States and Canada.

The WASP squadron was established in 1943 as a group of women pilots who transported military planes. The women did not attain military status and received no veteran's benefits until 1977.

"We were independent contractors hired by the Army Air Force," Cooke said. "Since then, we have received military status and honorary discharge."

Cooke was born in Illinois in 1910 and took up flying while living in Los Angeles in 1934. She received her pilot's license in 1936.

MARK YOUR '95 CALENDAR!

In less than 3 months the State Aviation Conference will convene at the Outlaw Inn in Kalispell. The date for the fellowship, fun and fine seminars is March 1-4, 1995.

Planning committees and Aeronautics folks are working hard to provide renowned speakers and an outstanding program. More on all this in January, but along with the learning sessions, each state aviation group will be holding important legislative year membership meetings.

So plan on coming to the beautiful Flathead in the winter where the hospitality is second to none and the skiing is even better. We're looking forward to seeing you at this excellent conference in Kalispell!

INTRODUCING!!!!



John Campbell, owner of Lang Creek Brewery, Marion, Montana, has brewed a special concoction for the annual Montana Aviation Conference. The new brew, "Taildragger," is the fourth to join the micro-brewery. It joins "Tri-Motor," "Windsock," and "Scudrunner." This special recipe will be unveiled during the aviation conference in Kalispell and will continue in production following the conference.

Loan and Grant Applications

The Aeronautics Division Loan and Grant Program to assist eligible airport sponsors is now in its second cycle of soliciting applications for loan and grant funds. The Division established this program back in mid-1993 for the promotion of aeronautical purposes throughout the State of Montana. It is the Division's hope that these programs provide a flexible funding mechanism to assist eligible airport owners/sponsors in the attainment of their specific goals.

The funding for the loan and grant program comes from a legislatively passed 2 cent/gallon gasoline tax on non-commercial operators within Montana. The Division estimates the additional tax will generate approximately \$170,000 annually which will be divided evenly, (\$85,000+/- each), between both loans and grants. Eligible applicants include the state, city, town, or any other political subdivision within the State of Montana which owns or operates an airport open to the public.

In order for the loans and grants to be approved however, eligible sponsors need to turn in their applications soon, and avoid any long and unnecessary delays. If you would like a copy of our loan and grant application, please contact the Division anytime and we will send one to you without delay. The deadline for submitting applications for this fiscal year is January 30, 1995, and requests for final approval will be acted on by the Aeronautics Board no later than April 30, 1995. Sponsor notification will occur shortly thereafter.



More Administrator's

FAA Getting Sued: The Professional Pilots Federation and two independent pilots have filed a lawsuit against the FAA over the age discrimination issue. The FAA will not allow pilots after age 60 to fly aircraft operating under FAR Part 121. The group has charged the FAA with breach of due process by failing to consider a rule change. The group hopes to have the 7th Circuit Court of Appeals remand the case to a federal district court to bring out facts on why the FAA is keeping secret and suppressed expensive federal studies that show no correlation between older pilots and accidents. They hope to require senior FAA officials to explain their actions under oath.

Union Supports ATC Corporation: The National Air Traffic Controllers Association is pushing for the Administrations proposed privatization of the Air Traffic Control system by forming a Government corporation similar to the U.S. Post Service. Privatization really is not the right word because we all know the U.S. Postal Service by no means is a "private" corporation. The Union also is strongly protesting the FAA's

plan to contract out 111 Level I air traffic control towers over the next four years. This will include Helena and Missoula.

Kalispell Weather Station To Close: The National Weather Service is planning to close down their station located at the Glacier Park International Airport in January of 1996. There are three Montana weather stations slated for closure, the other two are Havre and Helena. This is all part of the National Weather Services Modernization plan and the closed stations will be replaced with Automated Surface Observing Systems (ASOS). The ASOS's are already in operation at these and other airports in Montana and are NOT well received by pilots who feel that much of the needed human observation information is not provided by the ASOS's which can be critical under certain weather conditions. The deadline for public comments is January 3, 1995. If you feel strongly about these closures you should write to: National Weather Service, Attention Julie Scanlon, 1325 East-West Highway No. 9372, Silver Springs, MD 20910.

Register Your Aircraft for 1995

In preparation for the 1995 aircraft registration season, the Aeronautics Division mailed 2,704 invoices in mid-December. The Division is mandated by Montana Code Annotated to account for ALL Montana aircraft not later than March 1 of each calendar year and, according to statutes, must impose and collect a penalty of five (5) times the fee plus the fee for those aircraft not meeting the March 1 deadline. Montana law also states that, "A person who owns or causes or authorizes an aircraft to be operated or who operates an aircraft without a registration decal displayed on the aircraft commits a misdemeanor." A newly purchased aircraft must be registered within 30 days of entering the state. Aircraft coming to the state for commercial purposes must be registered and in compliance with the insurance regulations prior to commencing operation.

It is important to note that unflyable, uncompleted homebuilts, damaged or even destroyed aircraft (you may own only the paperwork for the aircraft) must be accounted for each year. Upon carefully reading the bill you receive you will note that there is no fee charged for an "unflyable" aircraft, dealer inventory aircraft, or if your aircraft was sold. You must indicate the status of each aircraft and certify that the described aircraft information, as corrected by yourself where necessary, is true and correct before returning the mailer to the Division.

A second billing will be sent in February to those aircraft owners who have not responded. If you did not receive your registration, need a registration, or have questions, please call the Division at 406-444-2506.



Keeping with tradition, Jim Damron "cuts the shirt tail" of Tim Blattie of Columbus after his successful solo. Tim works as an A&P mechanic for Rickman Aircraft in Columbus. Congratulations, Tim!

This Plan is a Disaster

reprinted with permission of the author
By: William A. Hamilton

If you love the lousy service, the high costs and the lack of accountability of the Postal Service or Amtrak, then turn the world's safest air traffic control system over to similar corporations.

The Clinton administration's radical proposal to turn air traffic control over to a bunch of faceless, unaccountable, quasi-governmental bureaucrats is unnecessary, dangerous and won't save money.

As an active pilot, if I have a beef with the Federal Aviation Administration, I pick up the phone and complain. Usually, that does it. If not, a call to my congressperson almost always works. Try that with the Postal Service and see what happens. You'll be lucky to get even an unsatisfactory reply.

The main claim of the Clinton proposal is

faster air traffic control system modernization. Throwing the safety and accountability baby out with the modernization bath water is dangerous. Congress, with input from all aviation users — not just airlines — can make the FAA get its act together without creating a new, unaccountable bureaucracy.

When it comes to aviation safety, "If it ain't broke, don't fix it." The world's safest air traffic control system is not broke, it just needs upgrading. Because today's FAA will often listen to aviation user groups, the FAA is now terminating some technological false starts and embracing some better, less expensive systems.

New navigation technology, such as the extremely accurate global positioning system, now has FAA support. Yet, the

administration's wrecking ball isn't needed to get more global positioning system instrument approaches certified at more airports, faster. Congress can mandate that now and should.

No government corporation has been noted for cutting costs. First-class stamps are about to go from 29 to 32 cents. The alternative (guess what?) is reduced postal service. Apply that scenario to air traffic control and you get: reduced air safety.

If a government corporation can be entrusted with the air safety of our wives and children en route to see grandma, why not incorporate the Defense Department? Robert McNamara tried to run the Vietnam War like an American automobile corporation and produced an Edsel.



Students from the class of Joe Felix, eighth grade teacher from Three Forks, participated in an aviation career awareness tour. The tour concluded with Mike Ferguson and Jim Greil providing orientation Young Eagle flights to the students.

Winter Weather Information For Pilots

Things to Remember About Ice

1. Remember, there is no such thing as a little ice. Have an icing escape plan ready before you take off and use your "out" at the first sign of ice.

2. Turn the pitot tube heat on briefly during preflight and feel it to be sure it is working. Have it on well before entering clouds or reaching freezing temperatures.

3. Icing is very common over mountainous areas because of the lifting action and in the lee of the Great Lakes because of abundant moisture. Use extra caution in these areas and remember that alternate airports with instrument approaches may be scarce in the mountains.

4. When there is a chance of ice, be sure that you can reach warmer than freezing temperatures, either above or below your altitude, or clear air, within the performance of your aircraft.

5. If you are topping clouds to stay out of ice, remember that the "tops" become higher near the LOW pressure center.

6. If you are flying an aircraft equipped with deicing boots, it is a good idea to cycle the boots periodically, even when ice is not expected. This keeps the valves in the pneumatic system from sticking.

7. If climbing above an icing layer, don't climb at a steep angle of attack. This can allow ice to form on the underside of the wing, which quickly degrades performance.

8. Pass along icing and cloud top information to Flightwatch on 122.0.

9. When considering PIREPs for ice encounters, remember that aircraft of different sizes and wing shapes accumulate ice very differently. Look for reports on aircraft types similar to yours.

10. A "zero flap" or "partial flap" landing may be best when landing with a load of ice. Use higher than normal approach speeds. Consult your approved airplane flight manual.

Things to Remember in General About Winter Flying

1. If your aircraft's battery is dead, do not hand prop the aircraft. Have the battery serviced or use external power. Hand propping an aircraft is very dangerous.

2. Flight instruments need extra time to spin-up when they are cold. Be sure the cockpit is warmed-up and gyros are up to speed before takeoff.

3. Take blustery winter headwinds into account, especially if flying westbound, when planning for fuel requirements. Also, check wind direction and speed at your destination and be sure it is within the aircraft's and your crosswind capability.

4. During engine start be cautious about over priming your engine. Have a fire extinguisher nearby in case of emergency. Preheating is the safest way to winter starts and it is easier on the engine.

5. After a snowfall, remember that the landscape will no longer look like the VFR sectional chart. Many landmarks will most likely be snow covered.

6. Check with your destination airport for snow cover and removal operations. Airport surface conditions can change quickly with fast moving winter weather and the latest information may not be in the NOTAMs.

7. Dress for survival when you fly this time of year. Also, pack a winter survival kit.

Information obtained from the U.S. Department of Transportation, Federal Aviation Administration. For copies of this very informative brochure contact: Aviation Safety, (202) 267-7770, and reprinted with permission from the Rudder Flutter, Publication of the Idaho Division of Aeronautics.

Montana Coyote Update

The Montana Coyote airplane company, located at the Helena Regional Airport, continues to build its reputation worldwide and gain market acceptance in the kitplane world. The company was founded in 1990 by local businessman, Dick Sims. The "Mountain Eagle" airplane kit produced by Montana Coyote has become a regular item in most popular trade magazines featuring kitplanes.

Recently, the "Mountain Eagle" has been discovered by some of the giants in the business. Jon Goldenbaum, owner and president of Polyfiber (Stits) Coverings, has decided to use one of the airplanes produced by Montana Coyote for his personal airplane in addition to using it as a test bed for researching new products being developed by his company. Jim Stuart, general manager for Montana Coyote, says he is extremely excited about the potential exposure this will give the company. "The fact that our product is heartily endorsed by such an important company will undoubtedly have a significant impact on our sales volume."

Mr. Goldenbaum isn't the only major businessman to take an interest in the Helena based airplane. Ron Alexander, president and owner of Alexander Aeroplane, recently visited Helena to inspect the factory and view the product. Mr. Alexander was extremely impressed with production facilities and concurs with Goldenbaum's opinion that the Montana "Mountain Eagle" is the best value in the kit-type bushplane market.



Merry xmas and
happy New year
Mike Rogan

Holiday Cheers!
Dana

SEASON'S GREETINGS
Merry Memories
J. Greil

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Thirty-two hundred copies of this public document were produced at an estimated cost of 37¢ each, for a total cost of \$1,210. This includes \$60 for production, \$526 for postage and \$624 for printing.

Happy Holidays
[Signature]

Merry Christmas
Happy New year
Patty

Have a Nice Christmas
And a Great 95
Mike

Merry Christmas!
Nellie



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